

THE SQUAWK

April 1999

Changing of the Guard, New CPWL/VP-30 Safety Officer

by LT Steve Deal, USN

This is my first article in a series of many as VP-30 Safety Officer, and I would first like to thank all those who have already made my transition to the Safety Department a smooth and productive one. I am relieving LCDR Joe Dickinson, who is sadly leaving us for his aviation department head tour at VPU-2 in Oahu, Hawaii. I have witnessed, along with all of you, his dedication to command safety and his extensive knowledge of aircraft systems, safety issues, and operating/maintenance procedures. He doesn't need it, but I wish him the best of luck from all of us at the VP-30 safety team.

During my turnover with LCDR Dickinson, I frequently asked myself the question, "What is the purpose of a safety officer, or a safety department?" The answer may seem simple and obvious: to promote safety throughout VP-30 and advise the chain of command on safety matters. But is it really that easy? I don't think so.

After watching the VP-30 maintenance/aircrew team perform incredibly complex and difficult tasks to complete our training mission day in and day out, I think our purpose in safety is service – to the maintainer, to the aircrew staff and students – in promoting safety awareness.

What is safety awareness? It is this simple: Knowledge and Attitude. Safety awareness will enable us to manage the many risks we encounter through tools like Operational Risk Management, Ground and Aircrew Coordination Training, and many other productive, meaningful programs which make our work environment productive, safe, and most of all, fun.

Think of when you have the most fun – when you have no worries, when you are completely in control of the situation at hand, when you enjoy the people around you and trust them all at the same time. That is the goal of safety awareness! If I have fully contemplated the risks associated with the task at hand, then I worry a lot less about the unknown. Armed with this knowledge of my surroundings, I feel more in control. And when I include my shipmates in that risk management decision making process, I know they have the same concerns as me...the same professional attitude about the job we have to do. That engenders trust. And it makes the whole process a lot more fun!

At VP-30 Safety, our mission is to manage the risks within the command and naval aviation, and to enhance safety awareness in ALL personnel. How will we do this? By innovations in creating safety awareness. By constant reindoctrination of all hands in our dedication to safety awareness (remember: Knowledge + Attitude!). By emphasis on research on impending safety issues, and providing preemptive, proactive training to stop accidents before they happen.

My door is always open to anyone – and I invite you to come and talk to me about the safety conditions around you, and how I can provide any service you can think of that will help promote safety awareness in your shop, on the flightline, or anywhere, base-wide. I am proud to be your safety officer, and look forward to the fun we will have this year.

INSIDE THIS ISSUE

2	"ANYMOUSE" Review
2	About Your Safety
3	Visual Illusions
4	Y2K
5	News From The Safety Center

"ANYMOUSE"

The VP-30 Anymouse reporting form is provided for the benefit of all personnel. These forms are designed to be used for safety suggestions, hazard reporting, or to recognize a squadron shipmate for nomination as safety pro. The following are the highlights of recent VP-30 "Anymouse" :

- HAZARD: "99001"** Improper planeside brief before aircraft turn.

SOLUTION: Before conducting aircraft turns, a proper face to face brief will be given to all personnel involved in the aircraft turn.
- HAZARD: "99002"** S-3 aircraft taxis dangerously close to a lineman recovering a P-3.

SOLUTION: The chain of command has discussed and corrected this problem with the S-3 squadrons. In the future, if this happens, the linemen have been instructed to get the squadron name and aircraft number to hold the aircrew accountable.
- HAZARD: "99003"** While a lineman was fueling support equipment from a fuel truck, the gas did not shut off automatically when the gas tank of the support equipment was full. To complicate things, the driver of the fuel truck was not paying attention to the fueling operation. Consequently, the lineman fueling the support equipment was splashed with fuel.

SOLUTION: To minimize future incidents during fueling of support equipment or any other fueling operation, line personnel should ensure communication is established and maintained between lineman and fuel truck driver. This heightened awareness to safety will help prevent further incidents.

"ABOUT YOUR SAFETY"

During VP-30's February Enlisted Safety Committee meeting, LT Verniest, Asst. Safety Officer, addressed some safety solutions to resolve safety concerns of the Grassroots Safety Standdown. The following items were discussed:

- PROBLEM:** Pilots are not following linemen instructions.

SOLUTION: Readdressed it at all pilots meeting and line division training. Discussed possibility of having linemen on aircraft during a taxi evolution to demonstrate flight station perspective of taxi operations. Pilots request that aircraft director's initiate turns into spot earlier. This would be easier for replacement pilots. If pilots are concerned with a specific taxi evolution, there are line feedback sheets available in the line shack.

- PROBLEM:** Ground Radar Checks are being initiated without alerting ground and maintenance personnel.

SOLUTION: Ground Radar Check procedures Exist in NATOPS and are being incorporated into VP-30's Ground SOP to be disseminated to our maintainers. In addition, they were published in a recent POW. Also, EWO track should stress the importance of clearing the area thoroughly prior to initiating checks to include adjacent aircraft.

- PROBLEM:** Jewelry being worn on flightline poses a safety hazard.

SOLUTION: This is not only a FOD hazard, but a personal safety hazard as well. It will be incorporated into GSOP that jewelry will be removed prior to entering the flightline. If unhappy about this, just come down to safety and look at the numerous photos of fingers destroyed by jewelry getting caught on aircraft parts.

- PROBLEM:** Energized power cords left attached to aircraft with no one on board.

SOLUTION: This should never happen! The last person off the aircraft should ensure power is deenergized. This will be added to the GSOP and discussed during Ground Crew Training.

Visual Illusions

from VP-5 Safety Gram

Visual illusions occur when our senses misinterpret sensory data. These phenomena are a result of ambiguous visual cues and are unavoidable because they stem from the way the eye and brain process information. In flight, especially at night when visual cues are obscured or totally absent, illusory effects are quite common. For example, under nighttime conditions, pilots are more at risk in using external (out-of-cockpit) information to judge altitude. During the day, perspective, size difference, shape and texture are important cues to help judge distance. Under low illumination, these surely can not be seen. The following are some common visual illusions:

AUTOKINESIS- When static light is stared at in the dark, the light appears to move. This phenomenon can be readily demonstrated by staring at a penlight in a dark room. This illusion is reduced by visual scanning.

GROUND LIGHT MISINTERPRETATION- A common occurrence is to confuse ground lights with stars. When this happens, aviators unknowingly position aircraft in unusual attitudes. Sometimes aviators mistake the lights along a seashore for the horizon and have maneuvered their aircraft dangerously close to the sea. To avoid these problems, aviators should frequently crosscheck their position using their instruments.

RELATIVE MOTION- Aircrews may mistake the movement of another aircraft for their own. The easiest way to visualize this illusion is by example. If you are parked and an aircraft moves forward from your position, you may experience the impression that you are rolling backwards. This illusion can also occur in flight, such as during formation flight, when another aircraft begins overtaking yours. Aviators should be aware of this kind of illusion, from their own experience, and learn to ignore these false visual reference cues.

- **FALSE HORIZONS-** Cloud formations may be confused with the horizon or the ground. Aviators should rely less on external visual references at night, and once again should frequently crosscheck their instruments.
- **HEIGHT ILLUSION-** When flying over desert, snow, water or other areas of low contrast, crewmembers may experience the illusion of being higher above the terrain. This is due to the lack of visual reference cues. Uses of smoke or drop flares and visual scan to identify illuminated cues can reduce effects of nighttime height illusion.
- **FLICKER VERTIGO-** A light flickering between 4 and 20 cycles per second can produce a form of vertigo, sometimes associated with dizziness, nausea, and mild motion sickness. During the day, the problem can be caused by sunlight flickering through propellers. At night it can be caused by rotating anti-collision lights. Crewmembers should look away from the source, if possible, and scan the full visual field to correct the condition.
- **SIZE-DISTANCE ILLUSION-** This illusion results from viewing a source of light that is increasing or decreasing in brightness. The aviator may interpret the light as approaching or retreating. For example, if an approaching aircraft turns on its landing lights in darkened environment, the aircraft may appear to jump toward your aircraft.

Y2K?

The following is part of a message sent by the Secretary of the Navy to provide our sailors with important, understandable information regarding the year 2000 "millennium bug" and its potential effects on both the military and the domestic infrastructure. This message prepared by the navy office of information (CHINFO), addresses domestic utility services in the United States.

The following information is drawn from a variety of private sector and official sources including news media products and trade association surveys. It should be considered to be reliable, but not necessarily authoritative, as no one can predict future events with complete certainty. Responses 1 through 5 below are drawn from an 11 Jan 1999 status report and work plan prepared by the North American Electric Reliability Council for the department of energy.

Q1. What is the electric utilities' industry goal for Y2K?

A1. The goals of the electrical industry's y2k program are twofold: To provide electricity supply and delivery to customers that are uninterrupted by a Y2K condition or failure, and to provide continuous operation of all essential functions and services such as customer response, business operations, supplies, and emergency repair capability.

Q2. How will Y2K impact the electrical power distribution system?

A2. No one is completely certain what the effect of Y2K will be. The risk that Y2K could pose to electric systems operations is real. However, most experts do not predict widespread outages but agree that some sporadic short-term outages are possible, just like the possibility that earthquakes or severe weather could cause electrical outages even before the millennium arrives. In the case of Y2K, we have time to prepare a workforce of competent people that understand and are working hard to solve the problem.

Q3. Are electrical distribution systems Y2K compliant?

A3. Based on NERC (North American Electrical Reliability Council) 4th quarter 1998 statistics, 82% of all domestic utility companies have completed the Y2K assessment phase and 44% have completed remediation. A general consensus is that nearly all electrical systems necessary to operate the electrical power grid into the year 2000 will have been tested, remediated, and declared Y2K ready by 30 Jun 1999. Nuclear generating facilities are expected to be available and all safety systems are expected to be Y2K ready. NERC anticipates the country will have sufficient electrical generating capacity on 1 Jan 2000 and beyond. Transmission outages should be minimal.

Q4. Some reports predict widespread power outages at the beginning of the year 2000. Is this true?

A4. These predictions are not based on facts or rational analysis of information from the industry. Sporadic spot outages in some areas is a far more likely scenario. Prepare for this possibility as you would for an outage caused by a winter storm. Have a flashlight with fresh batteries available and plenty of warm clothing if you live in a cold area. Most experts predict only short-term power outages.

Q5. What can we, the customer, do to prepare for the impact of Y2K on electric power?

A5. Check the Y2K information provided by your local electricity provider on the internet or through literature included with billing statements. If you are not satisfied with the Y2K program of your electricity provider, let them know. The web site <www.nerc.com/y2k/index.html> contains Y2K compliance status on electric utilities in many areas of the U.S.

"News From The Safety Center"

Here's the latest from the Navy Safety Center on what our sailors and marines have done lately to prove Puck's observations on mankind were right on the mark.

- A Lance Corporal mangled his finger the other day when he walked into his bedroom, tripped over some stuff he'd left lying on the floor and fell. He made a swipe at the bureau as he went down - desperately trying for a hand hold. Unfortunately, the only thing he found to grab onto was an open pair of scissors (also gear adrift) which slashed the nerves and the tendons in his fingers so badly that he will need surgery and a month's convalescent leave to recover. See... That's why mom was always on your case about picking up the junk in your room.
 - A Seaman Apprentice was having trouble seeing just what it was he was supposed to be painting up there in the overhead, so he nudged his goggles up onto his forehead to get them out of the way and to clear up his view of the world. (there ... much better.) But, just as he dipped his brush into the paint can and raised it up over his head ... (bloop!) A drop of the navy's finest haze gray hit him right smack in the middle of his unprotected eyeball. It took 10 minutes at the local eyewash station and another 15 minutes of saline irrigation in sickbay before the docs finally quenched this guy's feeling that someone had jammed a white hot charcoal briquette in his eye socket. See... That's why the Chief is always on your case about wearing your eye protection.
 - At the end of a long night of partying, two drunken Second Class Petty Officers and their female companion returned to the guys' apartment. As soon as they arrived, one of the Petty Officers promptly passed out on the couch. After his pal had been asleep for about an hour, the roommate decided to waken his unconscious buddy by prodding him in the face with an unloaded .45 caliber automatic pistol. After a couple of vigorous pokes, the second class awoke to find himself staring down the business end of this .45. Bleary-eyed and not altogether able to focus, he made a boozy swipe at the gun to get it out of his face -- just as that unloaded .45 caliber automatic went off and shot him dead. Right between the eyes.
 - In an all too common and totally preventable accident, a sailor died last week while working underneath a car. Nothing new here. He had the car up on cinder blocks, it fell off and crushed him while he was trying to do a good deed for his mom. Two or three guys die doing this every couple of years and it's so unnecessary. Just think about what you're doing: you're gambling with your life every time you crawl under a car like that. Think about it and try to use a little common sense. Lacking that, try some risk management: take it to a garage or the hobby shop. Do anything except crawl under a car held up by a rickety jack or a stack of crumbly cinder blocks. Because it doesn't make any difference if you're the finest, sweetest, kindest, prettiest, most wonderful sailor/son/father/husband/shipmate the world has ever seen, or the purest contemporary personification of evil, when that car jumps off that jack, or slips off those blocks and falls, it smashes the just and the unjust equally flat.
- And, as long as I'm on the subject, here's another thing you can do to save your own life while mucking about in automobiles. Next time you have a flat tire on the freeway (or any busy highway) don't try to change it there. Get into the right lane or onto the shoulder and drive to the nearest exit. Find a safe place to change your tire. A quiet suburban street or a parking lot anywhere but hunkered down alongside the freeway where drunks and rubber-neckers are whizzing past your semi-exposed buns at 70 miles an hour. So, it maybe costs you a few bucks for a new tire ... Have you priced a funeral lately? -- as if by magic, this just in to illustrate my point:
- A good Samaritan PFC was horribly injured when he stopped to help a lady and her children whose minivan had spun off the road. The mini ended up perpendicular to the traffic flow with its front end just two feet from the highway. While the marine was inspecting the engine compartment for damage, a drunk crashed into the passenger side of the stalled van smashing both the bones in both the PFC's legs and fatally crushing the driver who was standing alongside her car. Her three children saw their mother die. Do everything you can to get safely off the road. Lacking that, get away and stay away from your disabled car until the police arrive.

continued on page 6

continued from page 5

-- I've been feeling a little neglected lately. Haven't had the hell's angels on my case for quite some time, so here's some bad Ju-JU motorcycle stories for your information and your education. (these things always stir up the biker lobby.)

- Petty Officer First Class was breaking in her new bike when she leaned into a pretty sharply curved off ramp at about 40 mph. Next thing she knows, she looks behind her and here's this pick-up truck right on her tail. Now what? She fears if she down shifts, slows, or puts on the brakes this guy will rear end her. But, if she speeds up to get away from him, she won't be able to control her bike in this abrupt curve. Alas, with all this dithering about what to do, she forgot to drive her new Harley and crashed head-first into the guard rail. The pick-up? Never stopped.
- How someone on a motorcycle could not see and then smash headlong into the back of a school bus stopped, with all its lights blazing, at a railroad crossing is beyond me. Yet, a lance corporal did exactly that. No sign of braking or attempted evasion, not the first skid mark. He just slammed right into the back of that big, yellow, blinking-lighted school bus at about 40 miles an hour. And then he died.
- The Third Class was racing down the boulevard on his motorcycle doing 65 in a 35-mph zone. He leaned his bike into the left turn lane in an attempt to circumvent slower traffic ahead of him, as he stole a glance at the traffic behind. He looked up just in time to see a jeep stopped right in front of him, waiting to make a left turn. They hit with such force that the jeep was propelled 29 feet from the point of the collision. The motorcycle flew another 50 feet. But the sailor stayed right there until the paramedics pronounced him dead at the scene.
- A sailor, charging up the hill on his dirt bike, got a little air at the top just as a civilian coming down the same hill got some too. They met in what could only rightly be termed a mid-air collision. Sailor got a couple of broken bones out of the altercation and is now leading a grass-roots movement lobbying Congress for a law to require stop lights on all dirt bike trails.
- That's all for now. Remember to think before you act, look before you leap, and just be careful to not join your shipmates described above in next months message.

The Pro's Nest!

VP-30'S SAFETY TEAM

COMMITTED TO EXCELLENCE

Commanding Officer.....CAPT Chalker Brown
Executive Officer.....CDR Tim Boothe
Safety Officer..... LT Steve Deal
Asst. Safety Officer.....LT John Verniest
Aviation Safety Officer.....LT Aaron Bartlett
General Safety Officer.....LT Chris Long
Safety LCPO.....AOC Lyndon Heath
Safety LPO.....AMS1 Theresa Baucom
Safety Petty Officer.....AMS1 Eddie Toney
Safety Petty Officer.....AME1 Ron Grandas
Department Yeoman.....SN Mayleka Hicks
Safety Petty Officer.....AA Stacey Carrigan
NAVOSH Petty Officer.....AT2 Barbara Jackson